

SPORTS

INGS IN RING AND ON TRACK THE WORLD OVER

seventh Kentucky Derby
the Eminence in the good
Alfred Scheck, the heavy-
weight, finished absolutely
the winner.

the American
Terminus, for \$10,000.
Guineas stake for Sir
Guineas, was won by Sir
Guineas, ridden by Danny
Guineas, second, and
Guineas, third.

carrying 110 pounds,
Guineas handicap at
the race was for two-
year-olds worth \$2,000.

the \$12,500 on account of
the race horses by F. W.
the \$12,500, was rendered
the purpose.

Guineas is winning many
the New York tracks.
Guineas defeated Oscar
Guineas rounds at Mechanics
Guineas, McGovern
Guineas way throughout the
Guineas referee the go-
Guineas in Gardner's corner,
Guineas at odds of 10
to 1.

Guineas obtained a decision
Guineas, of Philadelphia.
The loser was clearly
Guineas.

Guineas out Jim Trimble, of
the first round. Terry
Guineas the fight.

Guineas and Frank Erne are
Guineas in San Francisco on
Guineas.

Guineas of the McGovern
Guineas \$12,500, and there were
Guineas present.

Guineas Billy de Coursey
Guineas round draw for the
Guineas of the
Guineas was billed to fight
Guineas.

Guineas, of New York, was
Guineas over Tom Conhig,
Guineas, in the twentieth
Guineas.

Guineas which investigat-
Guineas Smith, the pugil-
Guineas injured in London
Guineas Roberts, rendered
Guineas death.

Guineas Salt Lake, obtained
Guineas a foul, over Soldier
Guineas Oakland, after eleven
Guineas.

Guineas of Pittsburgh, was
Guineas in the twentieth round
Guineas, of Brooklyn.

Guineas Fred Russell were
Guineas rounds in Denver
Guineas was favorite at
Guineas.

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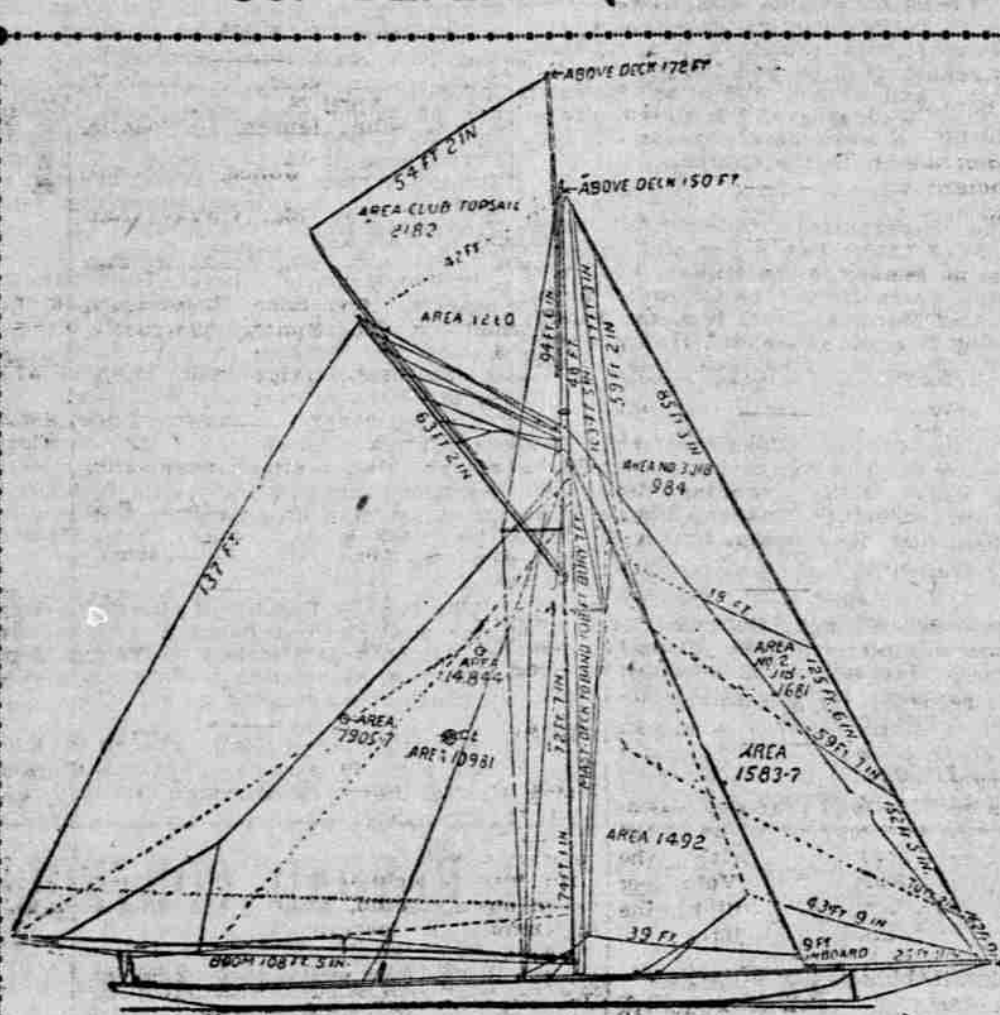
Guineas in the twentieth
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THE SAIL PLAN OF BOSTON'S NEW CUP DEFENDER INDEPENDENCE



The above picture illustrates the sail plan of the Lawson cup defender, built by Crowninshield of Boston. Concerning the canvas to be carried by the yacht, the New York Sun says as follows:

Mr. Crowninshield commands the highest admiration for the genius which conceived and the technical accomplishment that has executed a yacht design of the first class. His ambition has been sustained by practical ability. He has designed a yacht of sail power surpassing by far that of any predecessor, and the consequent mistrust that he has created in the minds of various experts seems to be answered with fairly satisfactory assurance.

Of course the question is, will the boat stand the strain her tremendous spread of canvas is to put upon her? Will she endure the fearful pounding of the sea that must be felt by that unequalled overhang of bow and stern? Will she hold together? The general opinion, doubtless, will be that she will be found in all parts strong enough; and as to

Edith R and Molly, two 3-minute class Hawaiian-breds, will race a mile heat tomorrow morning for \$30 a corner and a dinner.

Kamehameha cigarette tobacco is guaranteed not to bite the tongue.

POINTERS ON SCIENTIFIC HORSE HANDICAPPING

Nothing in racing has changed more of late years than handicapping. Ten years ago it was a simple "rule of the thumb," today it is an intricate science.

It consists in the art of placing a number of horses on terms of equality when the official handicapper of a club does the work, but when the punter does it, it means finding out what slips the official has unwittingly made, and benefiting by them. He makes slips because his work is done anywhere from a month to twenty-four hours before a race, while the punter has to the last minute, with all the advantages of track conditions, exercising data, etc., to help him.

Ten years ago a man took the entries for a race and avoided gathering any idea of an official estimate. He made a handicap for himself, as if he had been the official, and when it was finished he compared the result with the official weights, picked out the most favored horse, according to his argument, and played it.

Bolled down, this means he took each horse, noted track, weight, distance, and where he finished. If a horse carrying 120 pounds won from a horse carrying 102 pounds, by half a length, what weight would bring them together?

This was a rude method of solving a very delicate problem, for half a length is a tenth part of a second over six furlongs, and so a rude table in use for nearly a hundred years, was used, which was made to win by a neck driving, was equal to three pounds; half a length driving, four pounds; half a length handily, five pounds; a length driving, six pounds; and a length handily, ten pounds, and so on. Thus, driven hard by whip and spur, winning by half a length, four pounds was placed on the 120-pound horse, or four pounds taken off the 102-pound horse would result in a dead

NOTHING DOING ON THE DIAMOND

GAMES PLAYED.

- Oahu College, 6; Y. M. C. A., 4.
- Oahu College, 14; Solace, 0.
- Oahu College, 9; Y. M. C. A., 7.
- Kamehameha, 24; Maile III, mas, 0.

On account of the relay race there will be no baseball games this afternoon.

Next Saturday the first of the Kamehameha-Punahou championship games will be played and around it the interest of local baseballists will center. Both teams have shown evidence of being very strong this year and the series will be keenly contested. The school has the heavier nine and their prospects of winning the pennant appear to be very good. Punahou will make a great fight for it, however, and her admirers are confident of victory.

The baseball situation outside of the college games appears to wait upon the action of the Honolulu Athletic Club. This organization has been fortunate in signing a strong lot of players—so strong that they seem to have scared away all opposition. It really looks as if the H. A. C. were going to be hard pressed to get a game.

Meanwhile several minor teams are languishing for contests. Why could not a league be organized to consist, say, of the following names? Young Men's Christian Association, Maile Illmas, Police Department, E. O. Hall & Son, and any others that may be in existence.

The trouble seems to be in baseball, as in other local sports, that the clubs have an overweening dread of losing a game and consequently are loth to arrange a contest from which their not foresee themselves emerging victorious.

While this spirit prevails Honolulu will continue to remain dead as a sport center.

W. H. Babbitt will referee the games for the intercollegiate championship.

heat. That's the theory of it. That it does not always work out that way is one of the "glorious uncertainties of racing."

The modern method retains all the good points of the old system, but developed and elaborated so that the old blunt terminal becomes as a needle point. In these matters Americans are way ahead of the rest of the civilized world. Of that there is no doubt, and the condition of what may be termed our "racing literature" proves it.

Today everything is reduced to a percentage and a decimal point for calculation. When these are massed into a total it definitely indicates the best horse on performances.

The old method held that weight brought the horses together. The new method realizes that one horse with added weight runs more slowly as the post is being reached, while the other is running at the old rate, or even faster, because of greater encouragement, and a table of percentage is used to demonstrate the difference.

Thus, if a horse runs a mile in 1:42, carrying 115 pounds, his percentage or decimal is possibly 108. If in a race at the same distance, carrying ten pounds more, it will be 98, a point being deducted for every added pound. Naturally, if ten pounds be taken off, his decimal rises to 118.

The arrangement of the oscillating point is arbitrary with the calculator, and is generally placed at a point away beyond the record for the distance, making it impossible to reach the maximum, such as a mile in 1:30, for instance. So much for weight!

The speed of the last race was a mile in 1:42, and the percentage figure is 51.78, this being the average number of feet covered per second, there being 5280 feet in a mile, divided by the 102 seconds, which constitute the 1 minute 42 seconds. If the previous races run by the individual horse were at other distances, the same line of calculation added or subtracted will give the correct figure for the distance.—Breder and Sportsman.

THEY CAN'T GET A HANDICAPPER

Next Monday evening the Jockey Club meets to receive the programs formulated by the executive committee.

It is anticipated that a hurdle race and a race for polo ponies, to be ridden by their owners, will be included.

The 2:15 class will in all probability be changed to a 2:14 class, as was originally decided upon. With a 2:15 class, Tom Ryder (2:13½) would be barred, while he would be eligible for the 2:14 class. The enterprise of Tom Ryder's owner in bringing him from Hilo should at least be recognized by giving the old horse a chance to enter where he will have a chance to win.

The handicap question still bothers the worthy members of the Jockey Club, who with one voice exclaim, "And where shall we find a man?"

Aye! Where, indeed, will they find a handicapper willing to face the torrent of abuse which will surely descend upon his devoted head should every horse in the race not win?

Handicapping is the very soul of racing all over the world. Through the system horses can be brought together the meeting of which at weight for age would be a farce. The limited racing material in Honolulu demands that the handicapping system be instituted, else fields numbering more than two are impossible to obtain.

By handicapping the horses, races can be prepared which will draw big crowds on the two last days of the meeting, which have in the past fallen lamentably flat. But no; swayed in their irresolute-ness by a man or two who owns a broken-down "crack" and is fearful of his steed having to carry five pounds more than an Antidote or a Brock, the Jockey Club pursues its undeviating course to financial ruin and public contumely with addy alacrity.

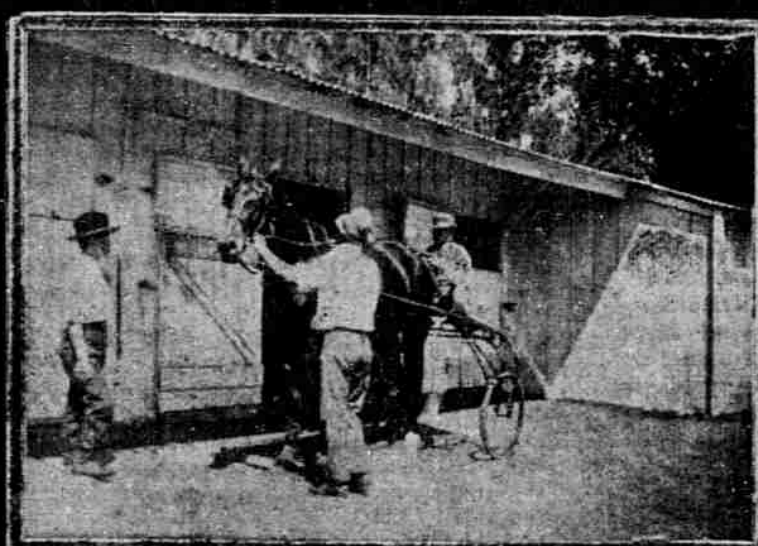
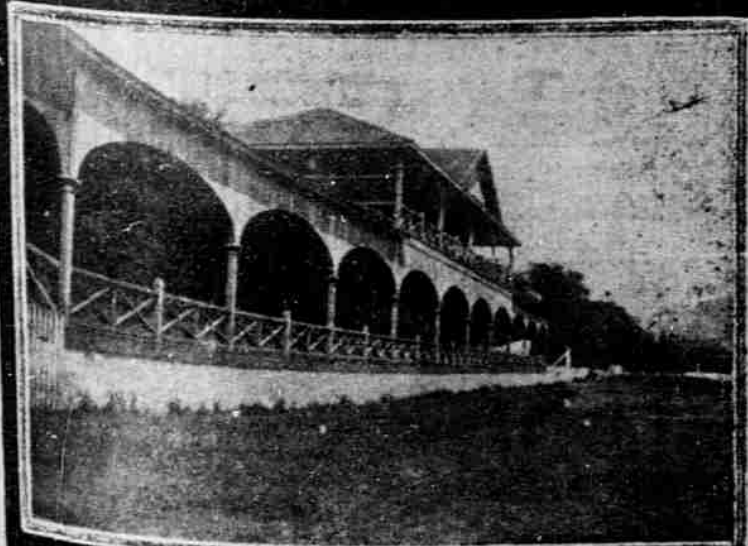
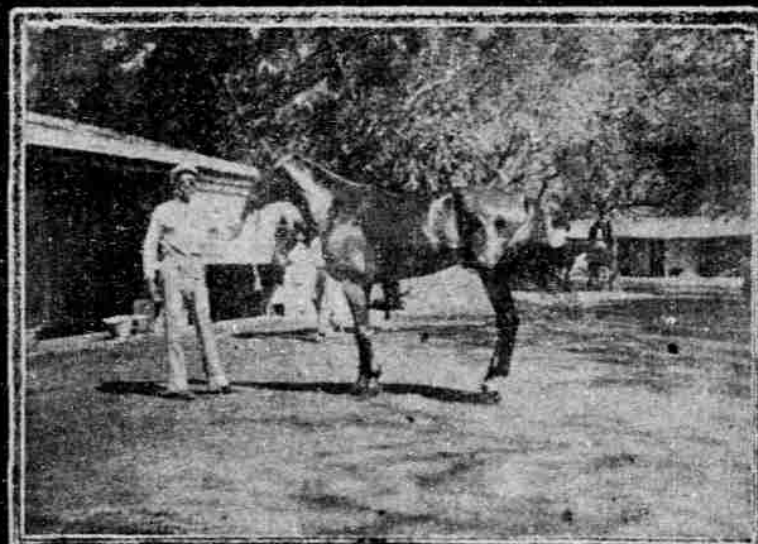
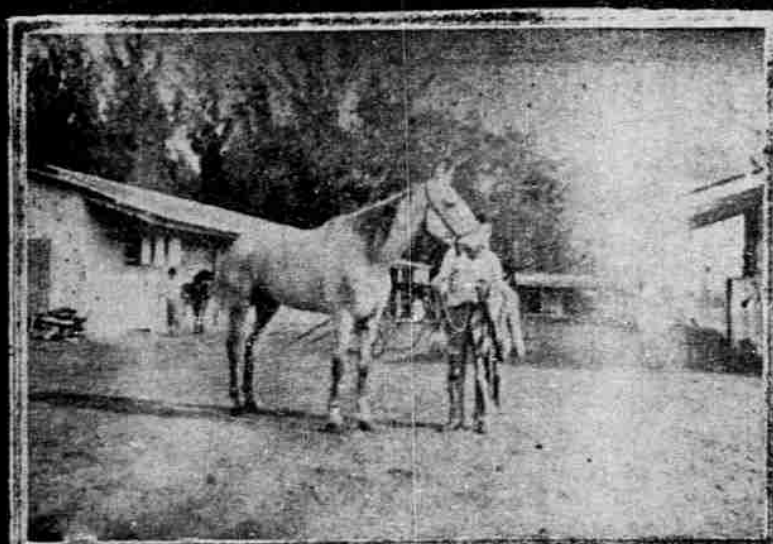
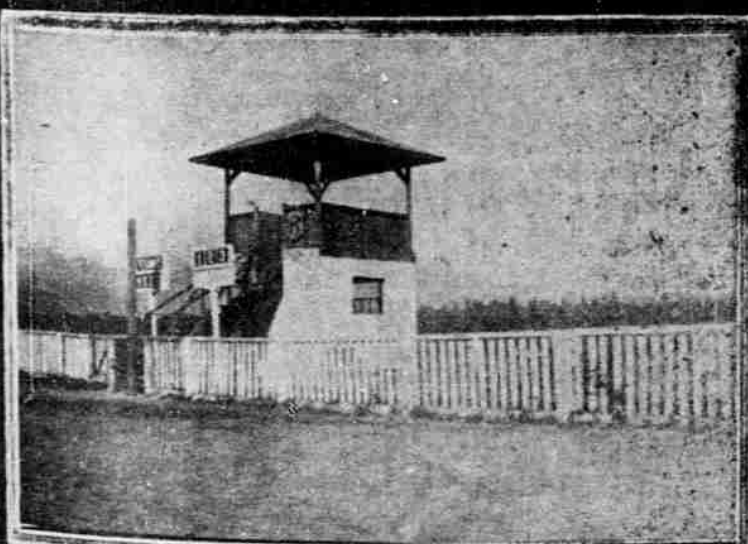
Who with an iota of self-respect would handicap the local equines (?) anyway? It's a question of would not could!

Hollinger's unknown crackerjack negotiated a half mile yesterday in 1:30.

THE JUDGES' STAND.

WALDO J.

OCTOROON.



THE GRAND STAND.

PRINCE DAVID'S STALLS.

JOHN D.

SNAP SHOTS AT THE TRACK.